RAILROAD - INDIAN *and* PIONEER PRINTS

by

CURRIER *and* IVES

Compiled by FRED J. PETERS

DISCARD

Railroad—Indian and Pioneer Prints

Library Edition

RAILROAD · INDIAN AND PIONEER PRINTS

By N. CURRIER AND CURRIER & IVES

COMPILED BY

FRED J. PETERS

being a pictorial check list and collation

fully illustrated

▼

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THIS is the second volume of a series of publications on Currier and Ives prints.

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NEW YORK

To the memory of

the noble lives and deeds of the

American Pioneers

whose bravery, hardships and unceasing efforts protected our frontiers, extended our boundaries, and paved the way for the progress of civilization from coast to coast, this book is dedicated. F. J. P.

Introduction—

IN planning this series on Currier & Ives prints, the titles decided upon were selected in the order of their popularity, historic interest and value. "Clipper Ship Prints" won the decision for first place without very much competition, and the second place must necessarily go to Railroads, Indians and the West. In fact the combination of these three subjects in one volume will probably interest more people than did the Clipper Ships. There are but few large collections of Railroad prints in this country, and they are very complete and quite valuable. The Indian and Western prints claim many more collectors and the value of these prints has been rising steadily in recent years. Several fine collections containing many Indian and Western prints have been offered at auction, but the Railroad prints seldom appear at these sales.

Nathaniel Currier was a Pioneer. It was he who first catered to the public by placing before them these colored pictorial records of current events. He lived and worked in a stirring age: the Great West was being opened up to the Pioneer settlers; the Railroads were pushing Eastward and Westward to complete the line from coast to coast; political competition and strife was the order of the day; and the Civil War was a tragedy which left but few of our citizens untouched. In picturing these important historic events, Currier left to posterity a graphic record which in many instances is the only record available today.

Many super-critical art experts have been harsh in their criticism of these prints. Much of this criticism is perhaps warranted, but when their historical importance is considered, and the fact that these workers on stone did not pose as artists but chroniclers, it seems unfair. Our present day caricaturists and cartoonists, with all the knowledge and facilities at their disposal, many times fail to embody in their work, that feeling and understanding that Nathaniel Currier displayed in his prints.

The American Pioneers were legion—some are recorded for their deeds of valor and accomplishment, but the majority are today unknown and their names remain unsung in the annals of our history. The Great West realizes that they owe their existence to these Pioneers, the large cities have erected statues and monuments commemorating the heroic deeds and epoch-making events, and books and pamphlets have been published to broadcast the fame of these known and unknown heroes.

The struggle for existence and civilization on the frontiers was stirringly described by those who wrote or returned east, and the encounters with the Indians, the hazards and privations of the trial, were so filled with romantic interest, that Currier was quick to grasp the possibilities which this situation offered—to publish his pictorial records.

RAILROADS

THE first Railroad in the United States which was constructed for the purpose of carrying passengers and freight was the Baltimore & Ohio, which received its charter in 1827 and began laying rails on July 4th, 1828. The first section of thirteen miles was opened in May 1830. This was operated by means of a horse treadmill on a flatcar. The first railroad constructed for steam in this country was the Charleston & Hamburg, chartered in 1829, and it was on this road that the first locomotive accident in the country occurred. The negro engineer, disliking the sound of steam escaping from the safety valve, sat on the valve and the boiler exploded. This intimidated prospective passengers, and to calm their fears a flat car loaded with cotton bales was placed immediately behind the engine, and between this and the passenger coaches was another flat car occupied by a negro brass band.

The earliest railroad ventures in America were sponsored by such men as Philip Evan Thomas, Jeremiah Pierson, Eleazer Lord, Asa Whitney, Cornelius

Vanderbilt, etc., but the first suggestion of a coast-to-coast railway system was made by Judge S. W. Dexter, a publisher, of Ann Arbor, Michigan, in an editorial article on Feb. 6th, 1832. Construction of the Pacific Railroad, which was to join the East and West, was not started until after the Civil War, and the task was allotted to the Union Pacific, which was to build Westward, and the Central Pacific which would build Eastward. Great were the difficulties of each, the Union having to contend with constant Indian attacks, and the Central had the serious difficulty of crossing the Sierras. As the work progressed from day to day a temporary town was erected at the end of the line, known as "Hell on Wheels," and military discipline prevailed.

There was great rivalry between the contesting Roads and as they neared the completion of their tasks, the location of the junction of the two roads was a subject of national controversy. It was finally settled by the railroad executives themselves and on May 10th, 1869 the last spike was driven, at Promontory Point, Utah, joining the Atlantic and Pacific Coasts with a continuous rail connection. Great celebrations were held all oved the United States. The importance to the country of this railroad cannot be over estimated. It made possible the settlement of regions heretofore unavailable, and materially assisted in spreading one political power from the Atlantic to the Pacific.

After the early pioneering stage of American railroads, many capitalists and promoters became interested in this field, and this fact speeded up construction. Such men as Leland Stanford, Thomas C. Durant, Oakes Ames, Collis P. Huntington, James J. Hill, etc. used their wealth and brains in furthering construction and mergers. The swiftness of railroad expansion in the United States was one of the outstanding marvels of the 19th Century.

To establish the identity of every train or locomotive pictured by Currier & Ives is practically impossible, and this fact has been the source of controversy among collectors for years. It has been established, however, that every rail-

road print of Currier (excepting the comics) represents some particular train at some particular point. Gradually each print is being identified through research with the aid of old bank notes, daguerreotypes, and old wood cuts.

American "Express" Train (No. 64) has been identified as the New York Central Railroad from an early New York Central poster of 1853 which is in the possession of the American Antiquarian Society of Worcester, Mass.

Across the Continent (No. 65) is one of the most important of the group. This shows what is undoubtedly the first trans-continental train. The date of this print is 1868, and as the road was not completed until May, 1869, it is certain that Currier was anxiously watching the completion of this work, and had his print all ready and copyrighted before the actual event took place. This no doubt accounts for the fact that the exact location pictured in this print cannot be identified, inasmuch as the junction point had not been decided upon until after the print was made.

American Express Train (No. 66) is unquestionably the West Shore Railroad. The Hudson River can be seen in the background, with one of old side-wheel river steamers coming down the river.

American Railroad Scene. Snow Bound (No. 67) was identified twenty years ago by one of the Hill family. The figure resting on his shovel is James J. Hill, and the event took place on the Great Northern Railroad.

The Express Train (No. 68) was redrawn from an old wood-cut of a scene on the Boston & Albany Railroad at Greenbush (East Albany) N. Y. in 1842.

The Danger Signal (No. 69). This locomotive was named after James R. Pitcher, Secretary of the United States Mutual Accident Ass'n. and the figure of the engineer shown in the cab, was taken from a likeness of Mr. Pitcher. I knew him well for many years and in addition to being a great insurance man, he was an avid print collector.

The Express Train (No. 71) was copied direct from an engraving on an

original bank note of the Bank of Port Jervis, N. Y. The train is on the New York & Erie Rrailroad.

This is the earliest railroad print done by Currier, and it will be noted that the locomotive carries no headlight. The first American railroads ran only in the day time, but with the increasing demand for passenger traffic, freight had to be hauled at night. The first railroad headlight consisted of a flat car pushed ahead of the locomotive, on which was a pile of sand with a fire of burning pine knots. Next candles were used, being improved by a reflector about 1840. With the discovery of petroleum in 1859 came the kerosene lamp, which was a great improvement over the candle as a railroad headlight. After this came the gas lamp supplied from storage tanks, and finally the electric head light. It is interesting to note the various types of headlight as shown in these prints. Nos. 64, 68, 70, 78, are undoubtedly candle headlights, while Nos. 66, 67, 72, 73, 75, 77, 80, 82, 84, 86 would, from the date of their publication, appear to be kerosene lights.

The Express Train (No. 72) is a scene in the cut outside of Jersey City on the Erie Railroad.

The "Lightning Express" Trains. Leaving the Junction (No. 78). The location of this junction has not definitely been identified, but the trains bear the shield of the United States Government on front and must represent the locomotives taken over by the government during the war. This same subject was used by R. Rogerson in 1872, published in England for the Fourth Annual Yorkshire Fine Art Distribution.

Night Scene at an American Railway Junction (No. 80). This scene has been attributed to the early railroad yards of the New York, New Haven, & Hartford Railroad, either at Boston or New Haven. The "Owl" train is still one of the best known daily trains from New York to Boston.

The comics and caricatures are extremely interesting and help to form an idea of the conditions of early railroading in this country.

INDIANS

WHILE the railroad, with its construction difficulties and political importance, was a subject of great public interest of the day, the romance of the American Indians, their modes of life and warfare, and their attempted barrier to the westward march of civilization, aroused in the mind of the public a keen interest which made Currier's colored prints much sought for. George Catlin, an artist, spent much of his time in the Indian country, studying their habits and filling his sketch book with invaluable material, from which he completed and published in England, his book on the American Indian. Currier & Ives lithographed many of Catlin's subjects, giving credit to the artist in each case, but whether permission was received from the publishers or from the artist's representatives, cannot be ascertained. The Currier & Ives prints appeared about 1865 and they were at first accused of using the English stones with their own imprint, but this has since been disproven. A close comparison of the Currier with the Catlin prints will disclose the fact that there are slight variations. Nos. 109 to 125 comprise the Catlin subjects done by Currier & Ives. They are extremely decorative, historically important, and are becoming more and more difficult to find. They have been neglected by collectors for years, but are now being appreciated and consequently rising in value.

The paintings of Arthur F. Tait are conceded to be the most virile representations of Indian life of that day. Nos. 126 to 137 were practically all painted by Tait and the drawings on stone done by Louis Maurer. Neither Tait nor Maurer had ever been West at this time, to actually see the events which they so graphically portrayed, and yet the records they left are taken today as historical facts. Their information undoubtedly came first hand from returned pioneers, and their artistic ability and romantic imagination did the rest. The coloring in these prints is usually of the finest quality and it is evident that Currier & Ives gave them more than the usual attention. It is rather strange that there are not

more copies of these prints available today, as these subjects were so popular in their day that the distribution must have been great. The fact is, however, that they are scarce today, and a fine copy will bring a constantly increasing price.

PIONEERS AND THE WEST

THIS series of prints records the hardships which confronted the early settlers, their modes of travel and life, the conditions under which they wrested from this virgin country a home for themselves and families, and typical scenes of that part of the country.

The outstanding print of this series is No. 157, The Rocky Mountains. Emigrants Crossing the Plains. This is popularly known as the "Covered Wagon" print, and depicts an Emigrant wagon train, drawn by oxen. This was the slowest possible method of travel, but due to the hardships attendant upon such a journey, and the necessity of relying upon their beasts for the completion and success of the trip, oxen were chosen in preference to horses. This print and No. 145, A Halt by the Wayside, admirably record the methods by which our ancestors migrated west.

Nos. 138, 139, 140, 142, 147, 150, 154, 161, are scenes of typical pioneer homes of the period, and are interesting as records of the various types of homes built under varying conditions. The California series (Nos. 163 to 172) are beautiful scenes of a part of our country which was quite foreign to the Eastern citizen.

In compiling a work of this nature, one must necessarily call upon others for assistance, and it is with sincere thanks that I hereby acknowledge the kindness of Mr. C. L. Winey and General William Barclay Parsons in placing at my disposal their collections of railroad prints and data, without which this record would not have been possible. The record herein of the Indian prints is the most complete ever assembled, and is due to the kindness of Mr. Francis P. Garvan and Mr. Russell W. Thorpe in allowing me access to their collection.

Railroad Prints

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No. 64

LITH N CURRIER ENTERED . . CONGRESS . . 1855 C. PARSONS DEL.

AMERICAN "EXPRESS" TRAIN

NEW YORK PUBLISHED BY N CURRIER 152 NASSAU STREET

States: Also appeared as an advertisement for the Adams Express Co. See 64A.

H. T. P. CHECK LIST No. 2087

SIZE 16¼ x 25¾ INCHES

No. 64A

THE ADAMS EXPRESS Co
ADAMS EXPRESS CO'S
C. A. R.
THIS COMPANY HAS FACILITIES UNSURPASSED BY THOSE OF ANY OTHER EXPRESS LINE IN THE WORLD, FOR THE SAFE & EXPEDITIOUS FORWARDING & PROMPT DELIVERY OF
BANK-NOTES, GOLD & SILVER COIN, PARCELS, PACKAGES, FREIGHT, &c.
ALSO, FOR THE COLLECTION OF NOTES, DRAFTS & ACCOUNTS IN ALL THE CITIES, TOWNS & VILLAGES IN THE EASTERN, WESTERN, SOUTHERN & SOUTH-WESTERN STATES

LITH N CURRIER ENTERED . . CONGRESS . . 1855 C. PARSONS, DEL

THIS COMPANY HAS FACILITIES UNSURPASSED BY THOSE OF ANY OTHER EXPRESS LINE IN THE WORLD, FOR THE SAFE & EXPEDITIOUS FORWARDING & PROMPT DELIVERY OF

BANK-NOTES, GOLD & SILVER COIN, PARCELS, PACKAGES, FREIGHT, &c.

ALSO FOR THE COLLECTION OF NOTES, DRAFTS & ACCOUNTS IN ALL THE CITIES, TOWNS & VILLAGES IN THE EASTERN, WESTERN, SOUTHERN & SOUTH-WESTERN STATES

Pierce Library
Eastern Oregon University
1410 L Avenue
La Grande, OR 97850

H. T. P. CHECK LIST No. 2087

SIZE 16¼ x 25¾ INCHES

No. 65

J. M. IVES, DEL ENTERED . . CONGRESS . . 1868 DRAWN BY F. F. PALMER

ACROSS THE CONTINENT.

"WESTWARD THE COURSE OF EMPIRE TAKES ITS WAY"

NEW YORK, PUBLISHED BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST No. 2085

SIZE 17¾ x 27 INCHES

No. 66

F. F. PALMER, DEL ENTERED . . CONGRESS . . 1864 LITH OF CURRIER & IVES N. Y.

AMERICAN EXPRESS TRAIN.

NEW YORK PUBLISHED BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST No. 2088 SIZE 18 x 31 INCHES

No. 67

PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1871 152 NASSAU ST NEW YORK

AMERICAN RAILROAD SCENE.

SNOW BOUND

H. T. P. CHECK LIST No. 2088a

SIZE 8½ x 12½ INCHES

No. 68

PUBLISHED BY CURRIER & IVES 152 NASSAU ST NEW YORK

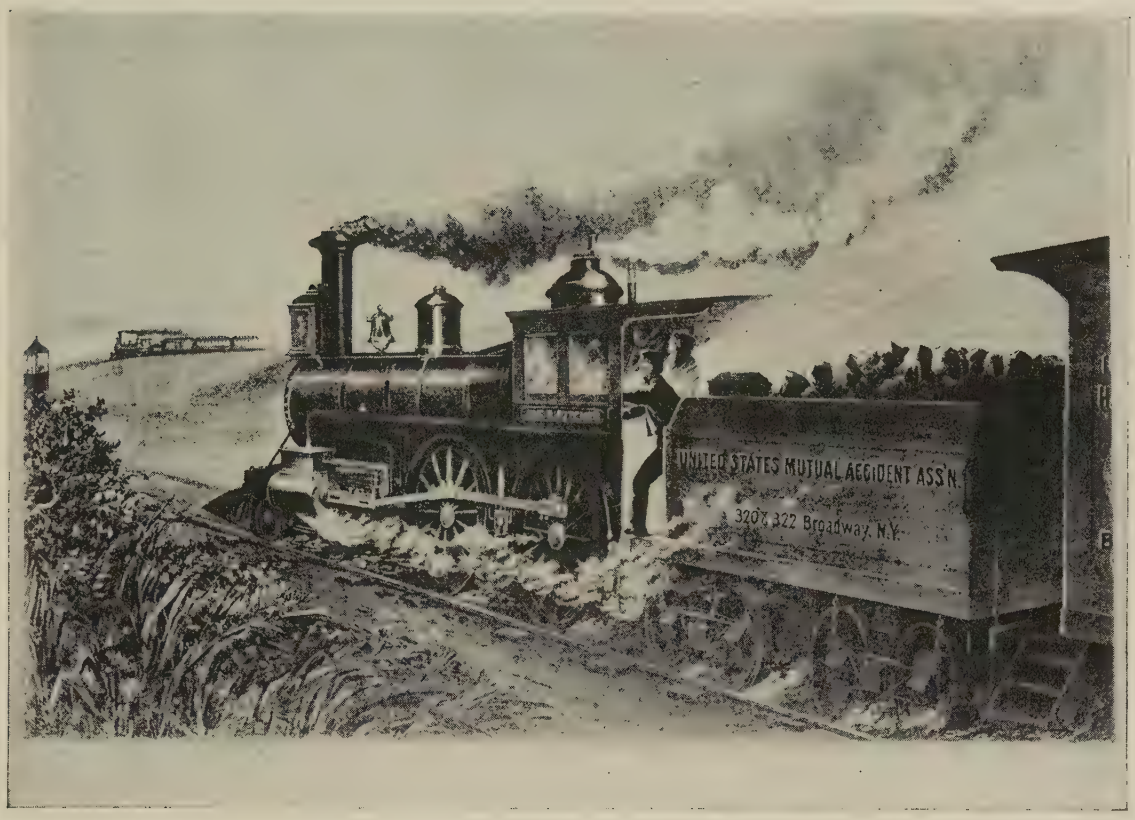
THE EXPRESS TRAIN

127

H. T. P. CHECK LIST No. 2097

SIZE No plate line but the print was made for 11 x 15 frame

No. 69



COPYRIGHT 1884 BY CURRIER & IVES, N. Y. PRINTED IN OIL COLORS, BY CURRIER & IVES 115 NASSAU ST. NEW YORK

THE DANGER SIGNAL.

States: Also appears with column of print as follows on left margin of print, "$5,000 insurance with $25. Weekly Indemnity Costs members $13. a year in Preferred Occupations," and on right margin, "nearly half a million of Losses Paid. No valid claim contested nor any unpaid" and under the Main Title

Accidents will Happen. Insure against them in the "Old Reliable"
United States Accident Association.
The Largest, Cheapest and Best in the World. 320 & 322 Broadway, New York.
Charles B. Peet, President. James R. Pitcher, Secretary.
C. T. Hazen, Treasurer.

H. T. P. CHECK LIST No. 2091 SIZE 17¼ x 28¾ INCHES

No. 70

CHAS. PARSONS, DEL ENTERED . . CONGRESS . . 1859 CURRIER & IVES, LITH N Y

THE EXPRESS TRAIN.

NEW YORK, PUBLISHED BY CURRIER & IVES 125 NASSAU ST.

H. T. P. CHECK LIST No. 2093

SIZE 17½ x 26½ INCHES

No. 71

LITH. & PUB. BY N. CURRIER 152 NASSAU ST. COR. OF SPRUCE, N. Y.

THE EXPRESS TRAIN.

H. T. P. CHECK LIST No. 2092 SIZE 7¾ x 12¼ INCHES

No. 72

PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1870 \ 152 NASSAU ST NEW YORK

THE EXPRESS TRAIN

H. T. P. CHECK LIST No. 2094 SIZE 8 x 12½ INCHES

No. 73

THE GREAT WEST.

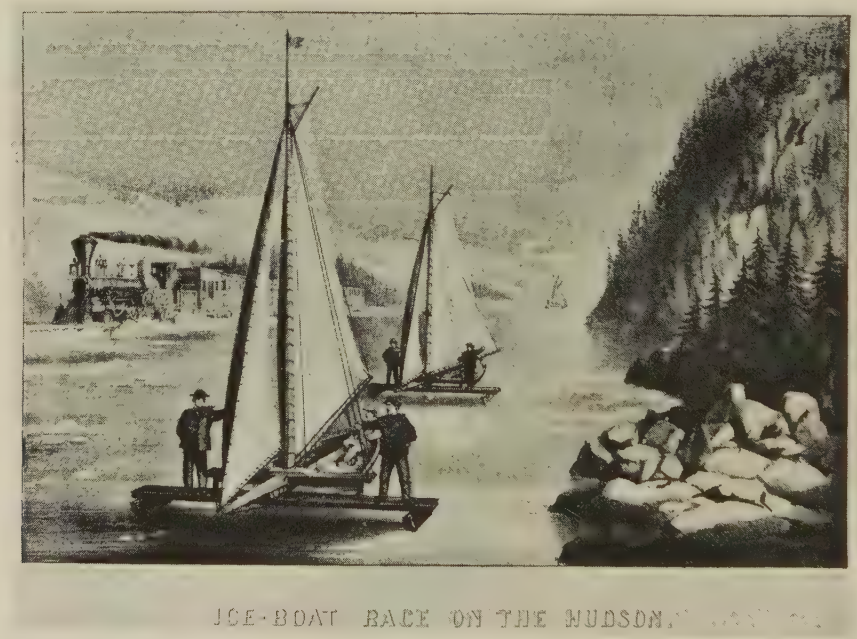
PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1870 152 NASSAU ST NEW YORK

THE GREAT WEST.

H. T. P. CHECK LIST No. 2099

SIZE 8 x 12½ INCHES

No. 74



ICE-BOAT RACE ON THE HUDSON.

PUBLISHED BY CURRIER & IVES 125 NASSAU ST NEW YORK

ICE-BOAT RACE ON THE HUDSON.

H. T. P. CHECK LIST No. 1444

SIZE 8 x 12½ INCHES

No. 75

LITH OF CURRIER & IVES PUBLISHERS ENTERED . . CONGRESS . . 1874 125 NASSAU ST NEW YORK

AMERICAN RAILWAY SCENE, AT HORNELLSVILLE, ERIE RAILWAY.

GREAT TRUNK LINE and UNITED STATES MAIL ROUTE between NEW YORK CITY and the WESTERN STATES and TERRITORIES, renowned for its Beautiful Scenery, its substantial road bed, DOUBLE TRACKED with steel rail, and its well appointed Passenger trains, equipped with the celebrated Pullman Hotel, Drawing Room and Sleeping Coaches.

H. T. P. CHECK LIST No. 2100 SIZE 19 x 29 INCHES

No. 76

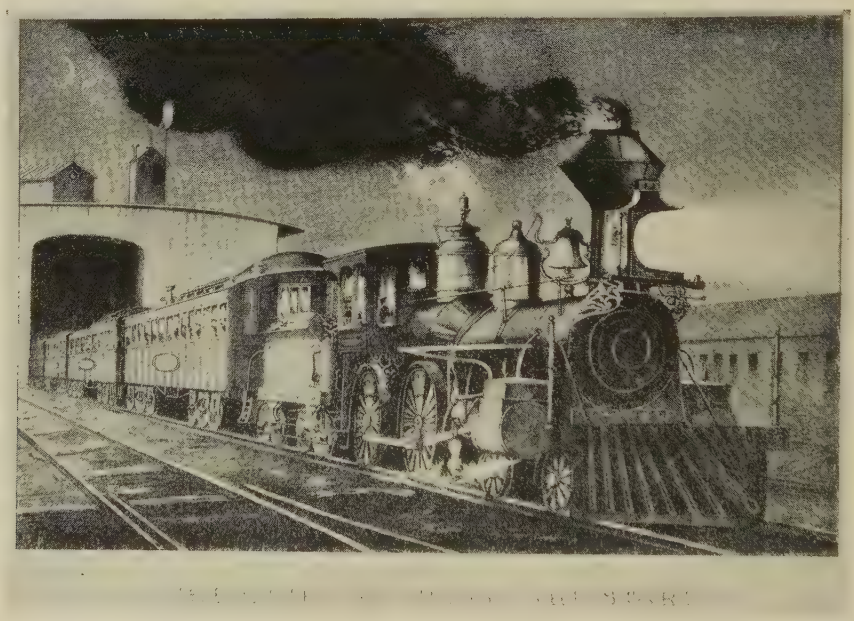
THE LIGHTNING EXPRESS.

NEW YORK PUBLISHED BY CURRIER & IVES 115 NASSAU ST.

H. T. P. CHECK LIST No. 2101

SIZE No plate line but the print was made for 11 x 15 frame

No. 77



PUBLISHED BY CURRIER & IVES 115 NASSAU ST. NEW YORK

THE NIGHT EXPRESS: THE START.

H. T. P. CHECK LIST No. 2105

SIZE 8½ x 12¾ INCHES

No. 78

DEL. BY F. F. PALMER ENTERED . . CONGRESS . . 1863 LITH BY CURRIER & IVES

THE "LIGHTNING EXPRESS" TRAINS.

"Leaving the Junction"

NEW YORK PUBLISHED BY CURRIER & IVES 152 NASSAU ST.

H. T. P. CHECK LIST No. 2103

SIZE 17⅝ x 27¾ INCHES

No. 79

F. F. PALMER, DEL. ENTERED . . CONGRESS . . 1866 CURRIER & IVES, LITH. N. Y.

LOOKOUT MOUNTAIN, TENNESSEE,
AND THE CHATTANOOGA RAIL ROAD

NEW YORK, PUB'D BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST No. 2104

SIZE 14 x 19½ INCHES

No. 80

PARSONS & ATWATER, DEL ENTERED . . CONGRESS . . 1876

NIGHT SCENE AT AN AMERICAN RAILWAY JUNCTION.

LIGHTNING EXPRESS, FLYING MAIL AND OWL TRAINS, "ON TIME"

H. T. P. CHECK LIST No. 2106

SIZE 18 x 27 INCHES

No. 81

PUBLISHED BY CURRIER & IVES 125 NASSAU ST NEW YORK

PENNSYLVANIA RAILROAD SCENERY.

H. T. P. CHECK LIST No. 2108

SIZE 8½ x 12½ INCHES

No. 82

PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1871 125 NASSAU ST NEW YORK

PRAIRIE FIRES OF THE GREAT WEST.

H. T. P. CHECK LIST No. 2109

SIZE 8½ x 12½ INCHES

No. 83

JOHN A ROEBLING, ESQ. ENGINEER ENTERED . . CONGRESS . . 1856 C. PARSONS, DEL.

THE RAIL ROAD SUSPENSION BRIDGE.

NEAR NIAGARA FALLS

Length of Bridge 822 feet. Height above Water 240 feet.

NEW YORK, PUBD BY CURRIER & IVES 152 NASSAU STREET

States: First state published by N. Currier in 1856. Second state with publication line of Currier & Ives as above.

H. T. P. CHECK LIST No. 2110

SIZE 10⅞ x 15½ INCHES

No. 84

PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1871 152 NASSAU ST NEW YORK

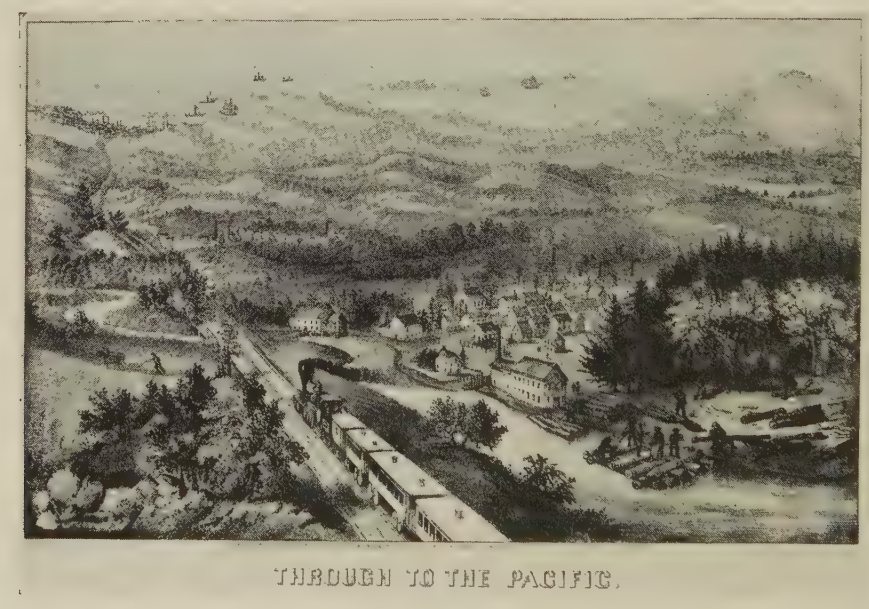
THE ROUTE TO CALIFORNIA

TRUCKEE RIVER SIERRA-NEVADA

H. T. P. CHECK LIST No. 2111

SIZE 8½ x 12½ INCHES

No. 85



THROUGH TO THE PACIFIC.

PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1870 152 NASSAU ST NEW YORK

THROUGH TO THE PACIFIC.

H. T. P. CHECK LIST No. 2113

SIZE 8 x 12½ INCHES

No. 86

THE THROUGH EXPRESS.

NEW YORK PUBLISHED BY CURRIER & IVES 115 NASSAU ST.

H. T. P. CHECK LIST—NOT LISTED

SIZE No plate line but the print was made for 8½ x 12¾ frame

No. 87

ENTERED . . CONGRESS . . 1870

THE GREAT RACE FOR THE WESTERN STAKES 1870

PUBLISHED BY CURRIER & IVES 152 NASSAU ST. NEW YORK

H. T. P. CHECK LIST No. 3539

SIZE No plate line but the print was made for 9 x 13 frame

No. 88

PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1876 115 NASSAU ST. NEW YORK

THE ACCOMMODATION TRAIN.

H. T. P. CHECK LIST No. 75

SIZE No plate line but the print was made for 9 x 13 frame

No. 89

PUBLISHED BY CURRIER & IVES COPYRIGHT 1879 BY CURRIER & IVES, 115 NASSAU ST. NEW YORK

BLOOD WILL TELL.

H. T. P. CHECK LIST No. 119

SIZE No plate line but the print was made for 10½ x 14 frame

No. 90

COPYRIGHT 1882 BY CURRIER & IVES NEW YORK

Mischievous Conductor,—"Dark Tunnel, through in half an hour"!
Scene,—When the Train struck the light in just 3 minutes

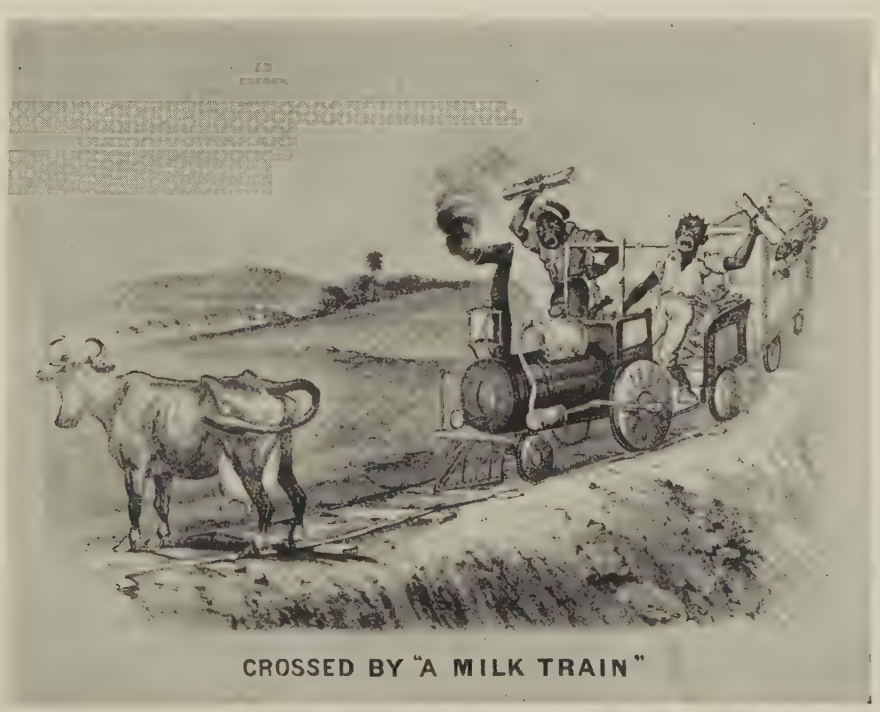
A KISS IN THE DARK.

NEW YORK, PUBLISHED BY CURRIER & IVES, 115 NASSAU ST.

H. T. P. CHECK LIST No. 392

SIZE No plate line but the print was made for 10½ x 15 frame

No. 91



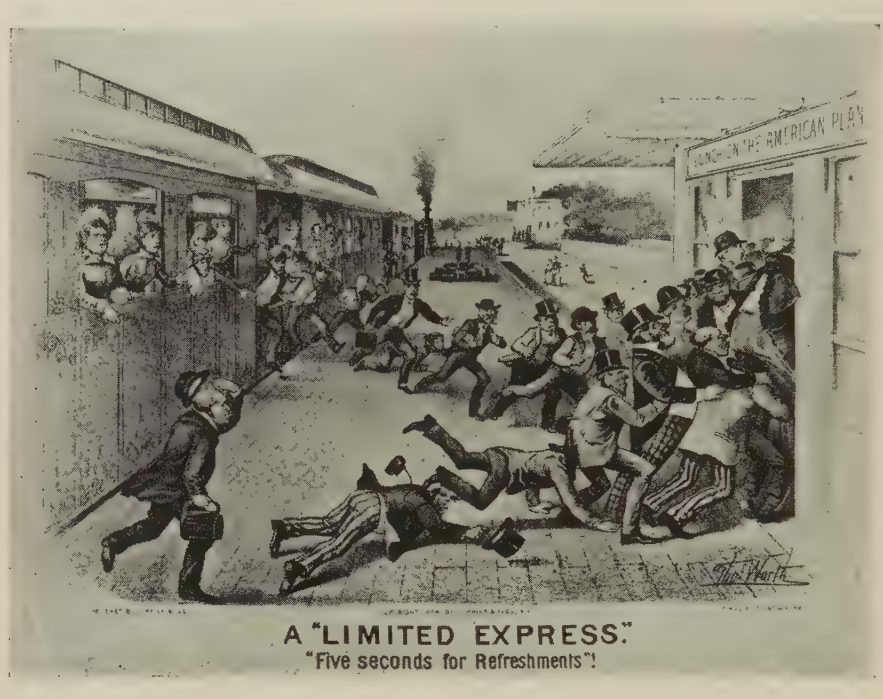
PUBLISHED BY CURRIER & IVES COPYRIGHT 1885, BY CURRIER & IVES, N. Y. 115 NASSAU ST. NEW YORK

CROSSED BY "A MILK TRAIN"

H. T. P. CHECK LIST No. 200

SIZE No plate line but the print was made for 12 by 15 frame

No. 92



PUBLISHED BY CURRIER & IVES COPYRIGHT 1884 BY CURRIER & IVES, N.Y. 115 NASSAU ST. NEW YORK

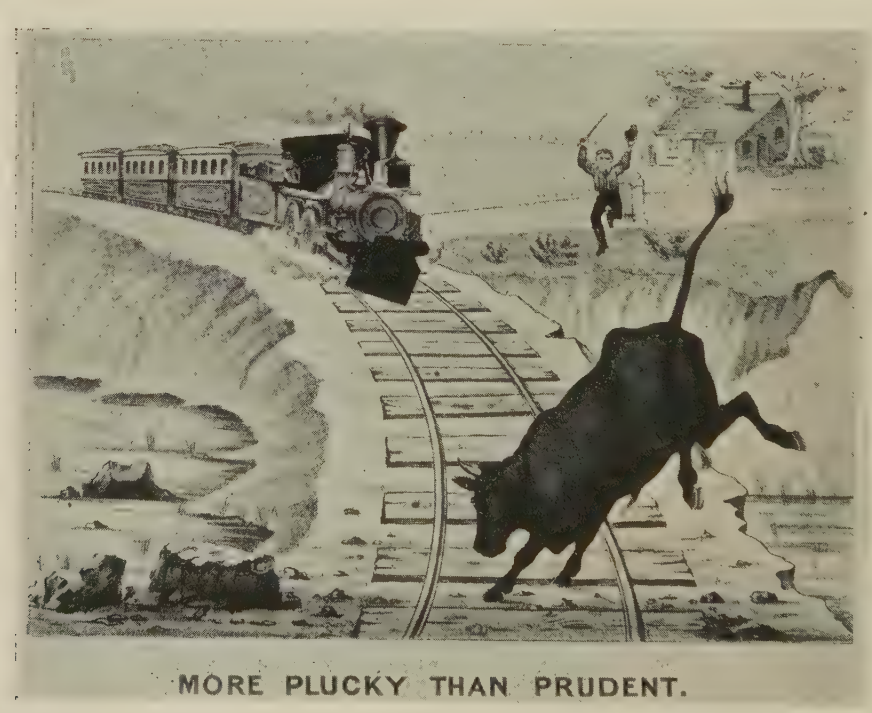
A "LIMITED EXPRESS."

"Five seconds for Refreshments"!

H. T. P. LIST No. 403

SIZE No plate line but the print was made for 10½ x 14 frame

No. 93



PUBLISHED BY CURRIER & IVES COPYRIGHT 1885 115 NASSAU ST. NEW YORK

MORE PLUCKY THAN PRUDENT.

H. T. P. LIST No. 418

SIZE 9 x 12 INCHES

No. 94

OFF HIS NUT.
"Gracious Massy, I'se struck de comet!"

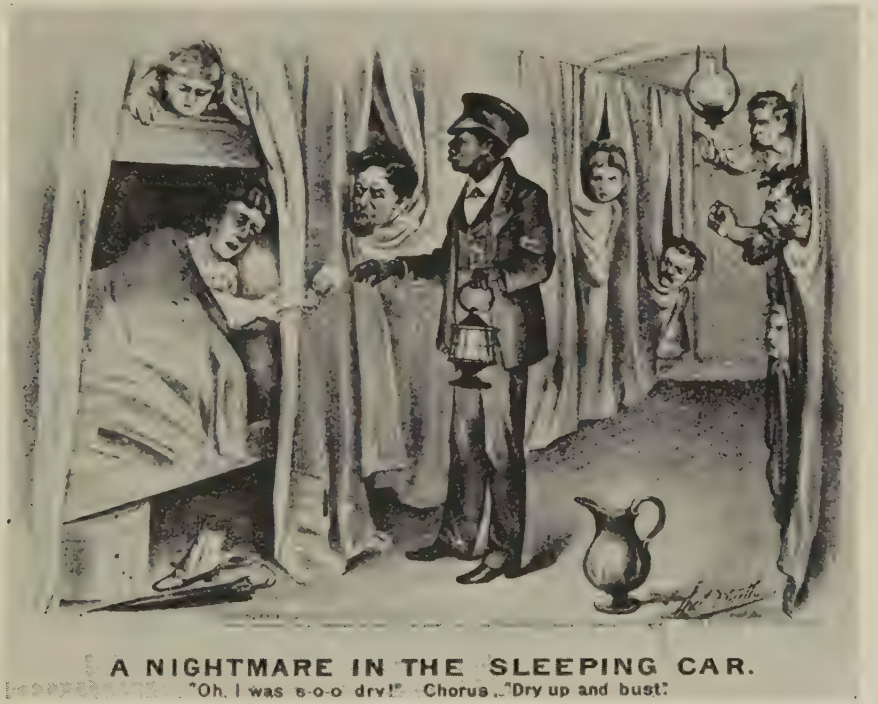
PUBLISHED BY CURRIER & IVES COPYRIGHT 1886 115 NASSAU ST NEW YORK

OFF HIS NUT.
"Gracious Massy, I'se struck de comet!"

H. T. P. CHECK LIST No. 429

SIZE No plate line but the print was made for 9 x 13 frame

No. 95



A NIGHTMARE IN THE SLEEPING CAR.
"Oh, I was s-o-o dry!" Chorus "Dry up and bust."

PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1875 125 NASSAU ST NEW YORK

A NIGHTMARE IN THE SLEEPING CAR.
"Oh, I was so-o-o Dry!" Chorus,—"Dry up and Bust".

H. T. P. CHECK LIST No. 424

SIZE No plate line but the print was made for 11 x 13½ frame

No. 96

ENTERED . . CONGRESS . . 1860

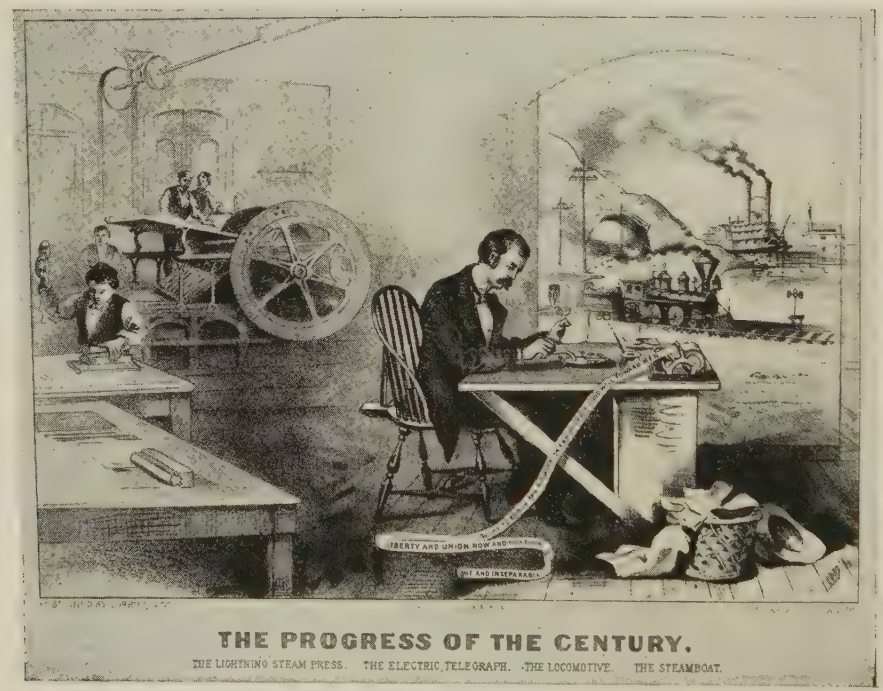
PROGRESSIVE DEMOCRACY—PROSPECT OF A SMASH UP.

Published by Currier & Ives, 152 Nassau St N.Y

H. T. P. CHECK LIST No. 1672

SIZE No plate line but the print was made for 11 x 17 frame

No. 97


LIBERTY AND UNION NOW AND
ONE AND INSEPARABLE
THE PROGRESS OF THE CENTURY.
THE LIGHTNING STEAM PRESS. THE ELECTRIC TELEGRAPH. THE LOCOMOTIVE. THE STEAMBOAT.

PUBLISHED BY CURRIER & IVES . . COPYRIGHT 1876 BY CURRIER & IVES, N. Y. 125 NASSAU ST NEW YORK

THE PROGRESS OF THE CENTURY.

THE LIGHTNING STEAM PRESS. THE ELECTRIC TELEGRAPH. THE LOCOMOTIVE. THE STEAMBOAT.

H. T. P. CHECK LIST No. 1074

SIZE 8¾ x 12⅜ INCHES

No. 98

PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1875 115 NASSAU ST. NEW YORK

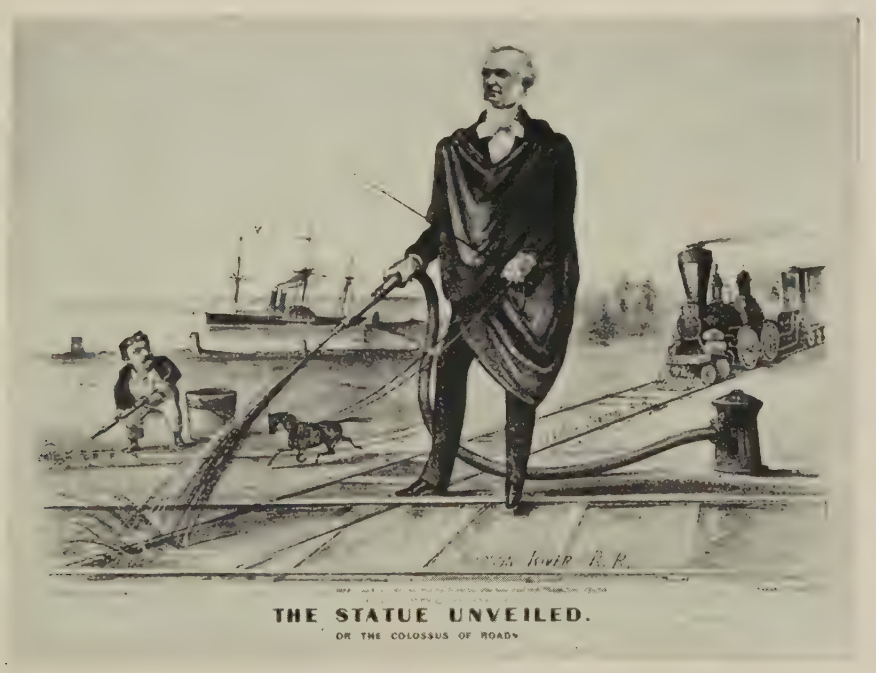
A SHORT STOP AT A WAY STATION.

The Polite Conductor.

H. T. P. CHECK LIST No. 480

SIZE No plate line but the print was made for 10½ x 14 frame

No. 99



PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1869 152 NASSAU ST NEW YORK

THE STATUE UNVEILED.

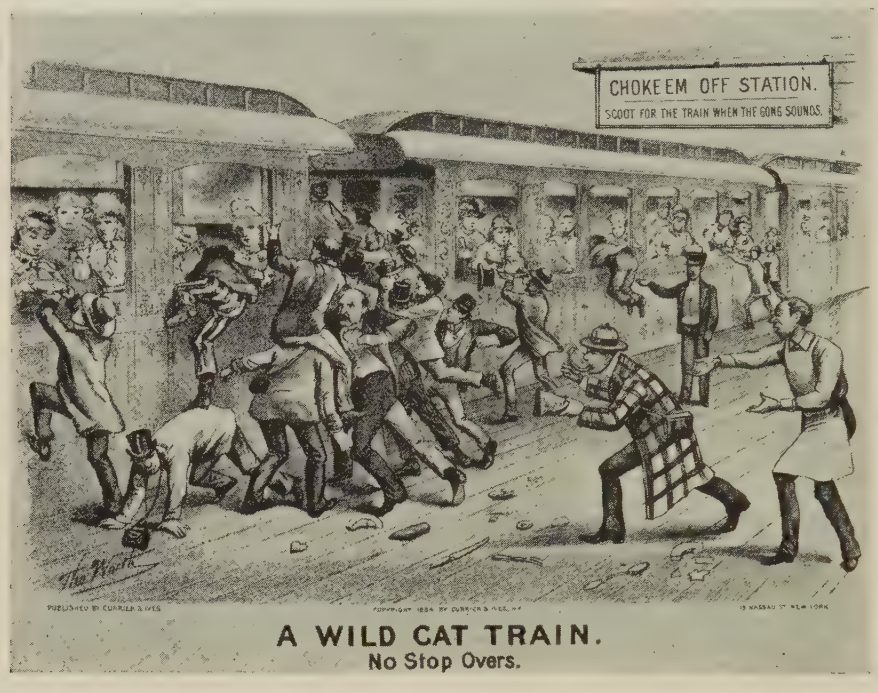
OR THE COLOSSUS OF ROADS.

Note: Fisk & Commodore Vanderbilt watering the stock of the Erie & N Y Central Railroads

H. T. P. CHECK LIST No. 504

SIZE No plate line but the print was made for 11 x 15 frame

No. 100



PUBLISHED BY CURRIER & IVES COPYRIGHT 1884, BY CURRIER & IVES, N. Y. 115 NASSAU ST. NEW YORK

A WILD CAT TRAIN.

No Stop Overs.

H. T. P. CHECK LIST No. 575

SIZE No plate line but the print was made for 11 x 13½ frame

No. 101

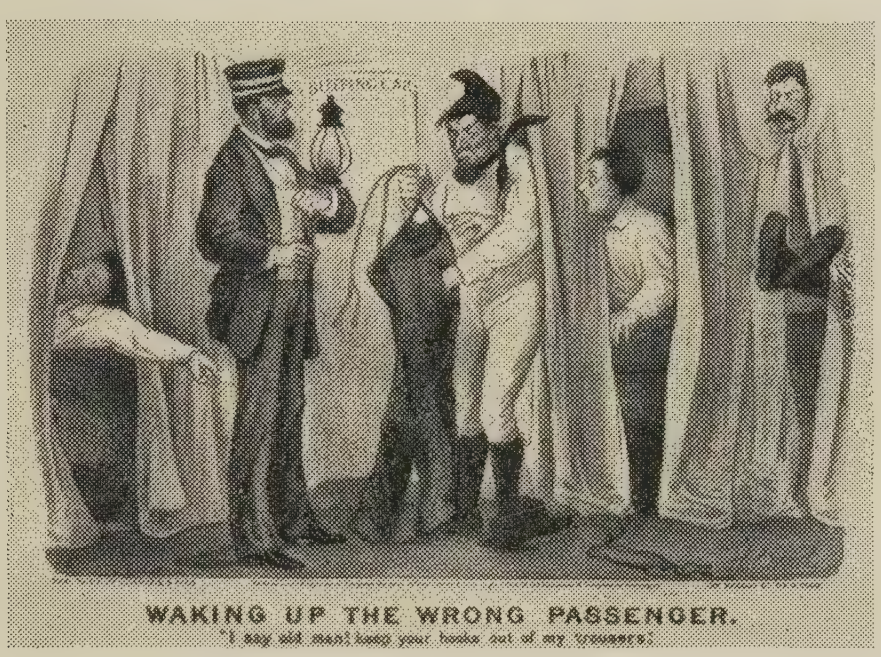
PUBLISHED BY CURRIER & IVES COPYRIGHT 1885, BY CURRIER & IVES N. Y. 115 NASSAU ST. NEW YORK.

WRECKED BY A COW CATCHER.

H. T. P. CHECK LIST No. 580

SIZE No plate line but the print was made for 11½ x 14 frame

No. 102



PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1875 125 NASSAU ST. NEW YORK

WAKING UP THE WRONG PASSENGER.

"I say old man! keep your hooks out of my trousers!"

H.. T. P. CHECK LIST No. 558

SIZE No plate line but the print was made for 11 x 13½ frame

Indian Prints

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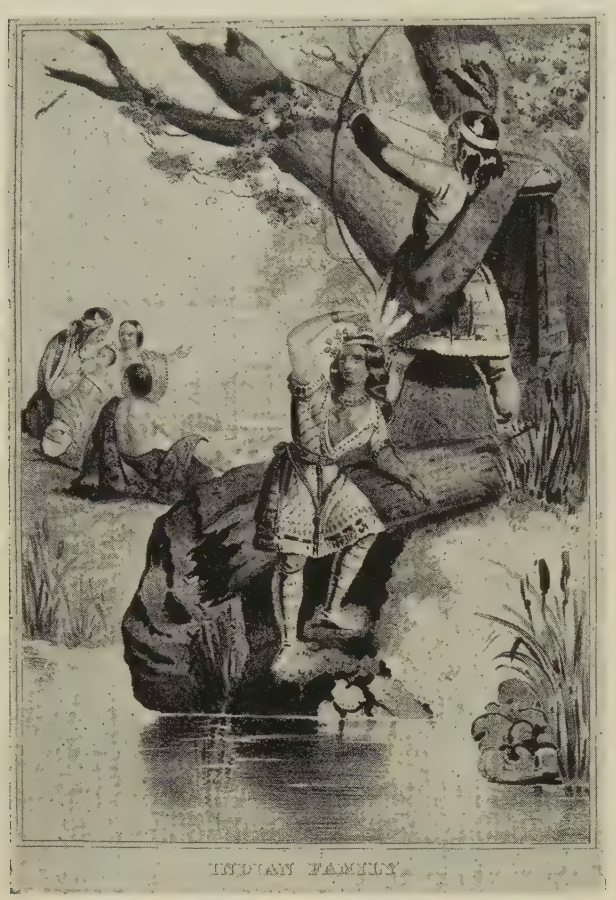


No. 103

INDIAN FAMILY.

Lith & Pub by N. Currier, 2 Spruce St. N. Y.

H. T. P. CHECK LIST No. 1545 SIZE 12 x 8½ INCHES

No. 104

LITH & PUB BY N CURRIER 152 NASSAU ST COR OF SPRUCE N Y

THE INDIAN FAMILY.

H. T. P. CHECK LIST No. 1546 SIZE 12 x 9 INCHES

No. 105

LITH. & PUB BY N CURRIER ENTERED . . CONGRESS . . 1845 2 SPRUCE ST N. Y.

INDIAN HUNTER.

373

H. T. P. CHECK LIST No. 1547 **SIZE 12⅛ x 8½ INCHES**

No. 106

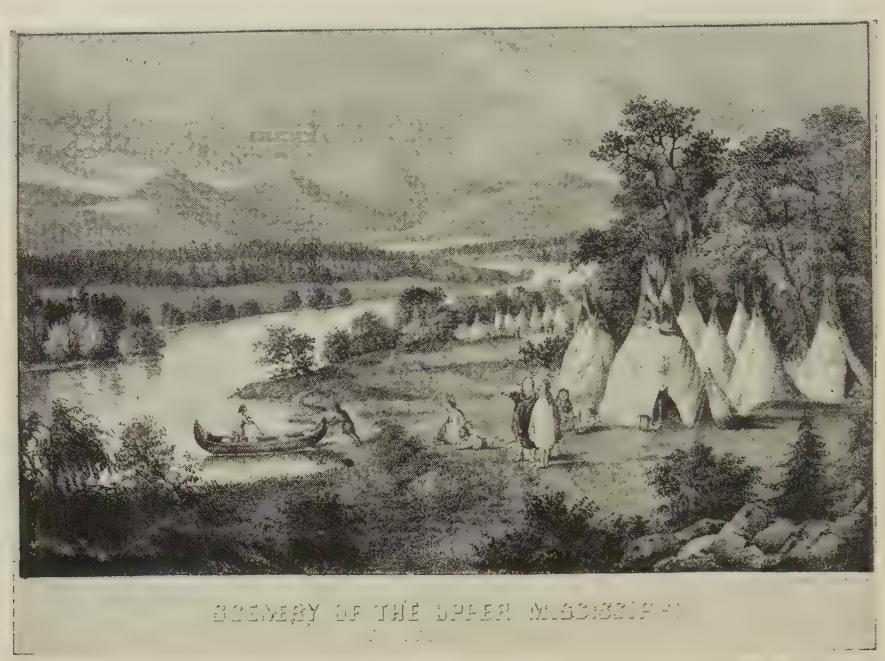
PUBLISHED BY CURRIER & IVES 152 NASSAU ST NEW YORK

INDIAN TOWN.

RIVER ST JOHN N. B.

H. T. P. CHECK LIST No. 1549 **SIZE 8½ x 12½ INCHES**

No. 107



PUBLISHED BY CURRIER & IVES 152 NASSAU ST. NEW YORK

SCENERY OF THE UPPER MISSISSIPPI.

AN INDIAN VILLAGE

H. T. P. CHECK LIST No. 3955 SIZE 8 x 12½ INCHES

No. 108

PUBLISHED BY CURRIER & IVES 152 NASSAU ST. NEW YORK

THE BATTLE OF THE GIANTS.

BUFFALO BULLS ON THE AMERICAN PRAIRIES.

H. T. P. CHECK LIST No. 1517 SIZE 8⅞ x 12½ INCHES

No. 109

Catlin, del.

THE BUFFALO CHASE.

"SINGLING OUT"

NEW YORK PUBD BY CURRIER & IVES 152 NASSAU ST.

H. T. P. CHECK LIST—NOT LISTED

SIZE 12⅛ x 17⅞ INCHES

No. 110

Catlin, del.

BUFFALO HUNT UNDER THE WHITE WOLF SKIN.

AN INDIAN STRATAGEM ON THE LEVEL PRAIRIES.

NEW YORK PUBD BY CURRIER & IVES 152 NASSAU ST.

H. T. P. CHECK LIST—NOT LISTED

SIZE 12⅛ x 17⅞ INCHES

No. 111

Catlin, del.

THE BUFFALO HUNT.

"SURROUNDING THE HERD"

NEW YORK PUBD BY CURRIER & IVES 152 NASSAU ST.

H. T. P. CHECK LIST No. 1519

SIZE 12⅛ x 17⅞ INCHES

No. 112

Catlin, del.

BUFFALO HUNT, ON THE BANKS OF THE UPPER MISSOURI.

THE SURPRISE.

NEW YORK, PUBD BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST—NOT LISTED

SIZE 12⅛ x 17⅞ INCHES

No. 113

Catlin, del.

THE BUFFALO DANCE.

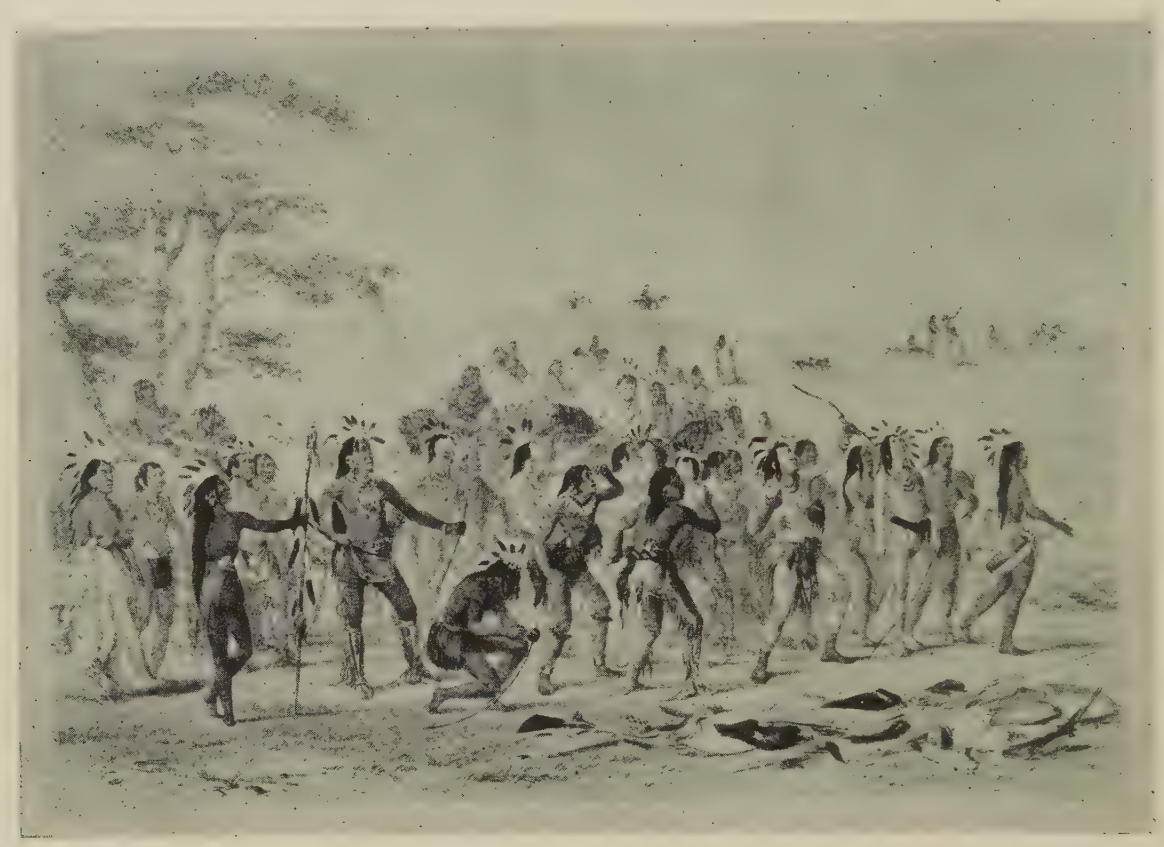
"TO MAKE THE BUFFALOES COME"

NEW YORK, PUBD BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST No. 1518

SIZE 12⅛ x 17⅞ INCHES

No. 114



Catlin, del.

GAME OF THE ARROW

ARCHERY OF THE MANDAN INDIANS. HEAD-WATERS OF THE MISSOURI

NEW YORK, PUBD BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST No. 1526

SIZE 12⅛ x 17⅞ INCHES

No. 115

Catlin, del.

CAPTURING A WILD HORSE.

INDIAN METHOD OF "BREAKING HIM DOWN"

NEW YORK PUBD BY CURRIER & IVES 152 NASSAU ST.

H. T. P. CHECK LIST No. 1520 **SIZE 12⅛ x 17⅞ INCHES**

No. 116

Catlin, del

TUL-LOCK-CHISH-KO—A CHOCTAW. (He Who Drinks the Juice of the Stone)

WEE-CHUS-TA-DOO-TA—A SIOUX. (The Red Man)

AH-NO-JE-NAHGE—A SIOUX. (He Who Stands on Both Sides)

INDIAN BALL PLAYERS.

NEW YORK PUBD BY CURRIER & IVES 152 NASSAU ST.

H. T. P. CHECK LIST No. 1543

SIZE 12⅛ x 17⅞ INCHES

No. 117

Catlin, del.

INDIAN BUFFALO HUNT.

"CLOSE QUARTERS"

NEW YORK, PUBD BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST No. 1544

SIZE 12⅛ x 17⅞ INCHES

No. 118

Catlin, del.

INDIANS ATTACKING THE GRIZZLY BEAR.

THE MOST SAVAGE AND FEROCIOUS ANIMAL OF NORTH AMERICA

NEW YORK, PUBD BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST No. 1551

SIZE 12⅛ x 17⅞ INCHES

No. 119

Catlin, del.

THE SNOW-SHOE DANCE

TO THANK THE GREAT SPIRIT FOR THE FIRST APPEARANCE OF SNOW.

NEW YORK PUBD BY CURRIER & IVES 152 NASSAU ST.

H. T. P. CHECK LIST No. 1570

SIZE 12⅛ x 17⅞ INCHES

No. 120

Catlin, del.

WILD HORSES, AT PLAY ON THE AMERICAN PRAIRIE,

THE ROCKY MOUNTAINS IN THE DISTANCE

NEW YORK, PUB BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST No. 1581

SIZE 12⅛ x 17⅞ INCHES

No. 121

Catlin, del.

THE INDIAN BEAR DANCE

INVOKING THE AID AND PROTECTION OF THE BEAR SPIRIT

NEW YORK, PUBD BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST—NOT LISTED

SIZE 12⅛ x 17⅞ INCHES

No. 122

Catlin, del.

PRAIRIE WOFVES ATTACKING A BUFFALO BULL

"TAKING BREATH"

NEW YORK, PUBD BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST—NOT LISTED

SIZE 12⅛ x 17⅞ INCHES

No. 123

Catlin, del.

DYING BUFFALO BULL

DEADLY EFFECT OF THE INDIAN ARROW

NEW YORK PUBD BY CURRIER & IVES 152 NASSAU ST.

H. T. P. CHECK LIST—NOT LISTED

SIZE 12⅛ x 17⅞ INCHES

No. 124

Catlin, del.

BUFFALO HUNT ON SNOW SHOES

WINTER ON THE NORTHERN PRAIRIES

NEW YORK PUBD BY CURRIER & IVES 152 NASSAU ST.

H. T. P. CHECK LIST—NOT LISTED

SIZE 12⅛ x 17⅞ INCHES

No. 125

Catlin, del.

BALL PLAY DANCE

BY THE CHOCTAW INDIANS WEST OF THE MISSISSIPPI

NEW YORK PUBD BY CURRIER & IVES 152 NASSAU ST.

H. T. P. CHECK LIST—NOT LISTED

SIZE 12⅓ x 17⅞ INCHES

No. 126

PAINTED BY A. F. TAIT ENTERED . . CONGRESS . . 1862 LITH BY CURRIER & IVES

AMERICAN FRONTIER LIFE

"The Hunter's Stratagem"

NEW YORK, PUBLISHED BY CURRIER & IVES 152 NASSAU ST.

NOTE: A Companion to the following print, No. 127

H. T. P. CHECK LIST No. 1512 **SIZE 19 x 27½ INCHES**

No. 127

PAINTED BY A. F. TAIT ENTERED . . CONGRESS . . 1863 LITH BY CURRIER & IVES

AMERICAN FRONTIER LIFE

On The War-Path

NEW YORK, PUBLISHED BY CURRIER & IVES 152 NASSAU ST.

NOTE: A companion to the preceding print, No. 126

H. T. P. CHECK LIST No. 1513

SIZE 18½ x 27¼ INCHES

No. 128

L MAURER, DEL. ENTERED . . CONGRESS . . 1858 LITH BY CURRIER & IVES N. Y.

THE LAST SHOT.

PUBLISHED BY CURRIER & IVES, NO. 152 NASSAU ST.

H. T. P. CHECK LIST No. 1552

SIZE 17½ x 25½ INCHES

No. 129

PAINTED BY A. F. TAIT ENTERED . . CONGRESS . . 1856 LITH BY N. CURRIER, N. Y.

THE LAST WAR-WHOOP

NEW YORK, PUBLISHED BY N. CURRIER, 152 NASSAU STREET

States: The above is the first state. The second state of this print appears with the title in four lines. The last or publication line reads, "Published by Currier & Ives."

H. T. P. CHECK LIST Nos. 1553 and 1554 SIZE 18¼ x 25½ INCHES

No. 130

ENTERED . . CONGRESS . . 1866 CURRIER & IVES, LITH N. Y.

TAKING THE BACK TRACK.

A DANGEROUS NEIGHBORHOOD

PUBLISHED BY CURRIER & IVES 152 NASSAU ST.

States: The above is the first state. The second state appears with the title "The Life Of A Trapper," "A Sudden Halt." There is also a difference in arrangement of the publishers' imprint in the second state.

H. T. P. CHECK LIST Nos. 1555 and 1572

SIZE 17⅛ x 26¼ INCHES

No. 131

PAINTED BY A. F. TAIT ENTERED . . CONGRESS . . 1862 LITH CURRIER & IVES N. Y.

LIFE ON THE PRAIRIE

The Buffalo Hunt

NEW YORK PUBLISHED BY CURRIER & IVES 152 NASSAU STREET

H. T. P. CHECK LIST No. 1556

SIZE 18½ x 27 1/16 INCHES

No. 132

PAINTED BY A. F. TAIT ENTERED . . CONGRESS . . 1862 LITH CURRIER & IVES N Y

LIFE ON THE PRAIRIE.

The Trappers Defence "Fire Fight Fire"

NEW YORK PUBLISHED BY CURRIER & IVES 152 NASSAU STREET

States: The above is the first state. The second state has the address of 115 Nassau Street in the publication line.

H. T. P. CHECK LIST No. 1557

SIZE 18½ x 27⅛ INCHES

No. 133

PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1866 125 NASSAU ST NEW YORK

TRAPPERS ON THE PRAIRIE.

PEACE OR WAR?

States: The above is the same state. The first state appears with the title reading "A Parley" "Prepared for an Emergency"

H. T. P. CHECK LIST Nos. 1562 and 1576 SIZE 17⅛ x 26¼ INCHES

No. 134

PAINTED BY A. F. TAIT ENTERED . . CONGRESS . . 1853 LITH OF N. CURRIER N. Y.

A CHECK

"Keep Your Distance"

NOTE: This is a Companion to the following print, No. 135.

H. T. P. CHECK LIST No. 1521

SIZE 14¼ x 20¼ INCHES

No. 135

PAINTED BY A. F. TAIT ENTERED . . CONGRESS . . 1852 LITH OF N CURRIER N. Y.

THE PRAIRIE HUNTER.

"One Rubbed Out"

PUBLISHED BY N. CURRIER 152 NASSAU ST. NEW YORK

NOTE: This is a Companion to the preceding print, No. 134.

H. T. P. CHECK LIST No. 1565

SIZE 14¼ x 20½ INCHES

No. 136

PAINTED BY A. F. TAIT ENTERED . . CONGRESS . . 1856 LITH OF N. CURRIER N. YORK

THE PURSUIT.

NEW YORK PUBLISHED BY N. CURRIER 152 NASSAU STREET

States: The first state has the publication line of N. Currier; the second state has the publication line of Currier & Ives.

H. T. P. CHECK LIST No. 1566

SIZE 18 x 25½ INCHES

No. 137

L. MAURER, DEL. ENTERED . . CONGRESS . . 1858 LITH BY CURRIER & IVES N. Y.

THE SURPRISE.

PUBLISHED BY CURRIER & IVES 115 NASSAU STREET

State: The first state has the publication line of N. Currier; the second state has the publication line of Currier & Ives.

H. T. P. CHECK LIST No. 1571

SIZE 17⅞ x 25⅝ INCHES

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No. 172 THE WASHINGTON COLUMNS 106

No. 138

PUBLISHED BY CURRIER & IVES 152 NASSAU ST NEW YORK

AMONG THE PINES.
A FIRST SETTLEMENT

H. T. P. CHECK LIST No. 1514 SIZE 8½ x 12½ INCHES

No. 139

PUBLISHED BY CURRIER & IVES COPYRIGHT 1870, BY CURRIER & IVES, N. Y. 115 NASSAU ST. NEW YORK

THE ARKANSAS TRAVELLER.
SCENE IN THE BACKWOODS OF ARKANSAS.

Traveller,—to Squatter,—can you give me some refreshments and a nights lodging? Squatter,—no sir, haven't got any room, nothing to eat.—Fiddles away.—Traveller, where does this road go to? Squatter,—it don't go anywhere, it stays here.—Still fiddling.—Traveller,—why don't you play the rest of that tune? Squatter,—don't know it.—Traveller,—here give me the Fiddle,—plays.—

H. T. P. CHECK LIST No. 1515 SIZE 8 x 12½ INCHES

No. 140

PUBLISHED BY CURRIER & IVES 125 NASSAU ST NEW YORK

"A CLEARING".

ON THE AMERICAN FRONTIER

H. T. P. CHECK LIST No. 1522 SIZE 8½ x 12½ INCHES

No. 141

PUBLISHED BY CURRIER & IVES 152 NASSAU ST NEW YORK

THE FRONTIER LAKE.

H. T. P. CHECK LIST No. 1524 SIZE 8 x 12½ INCHES

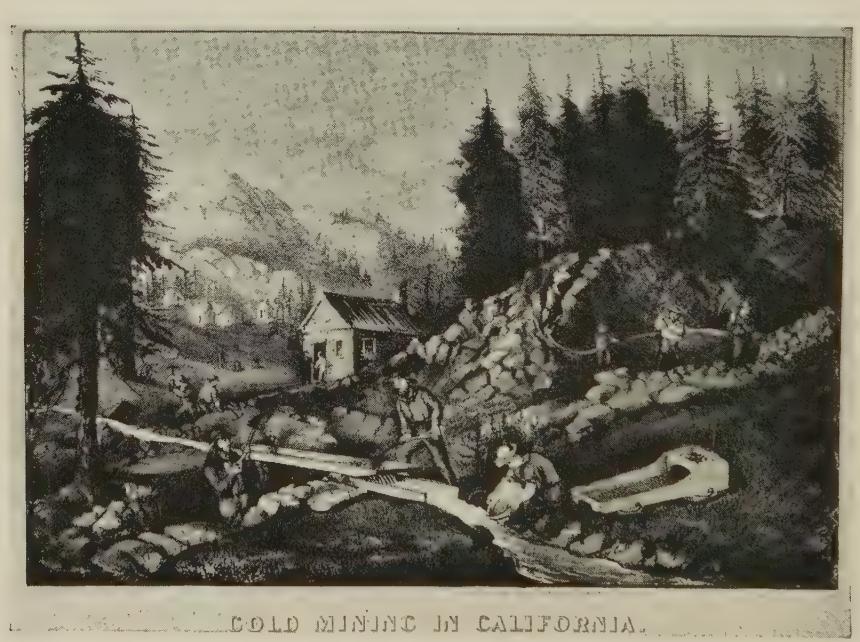
No. 142

A FRONTIER SETTLEMENT.

PUBLISHED BY CURRIER & IVES, 152 NASSAU ST. N. Y.

H. T. P. CHECK LIST No. 1525 — SIZE 11⅛ x 16¾ INCHES

No. 143



PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1871 125 NASSAU ST NEW YORK

GOLD MINING IN CALIFORNIA.

H. T. P. CHECK LIST No. 1527 — SIZE 8½ x 12½ INCHES

No. 144

LITH. & PUB. BY N. CURRIER 152 NASSAU ST. COR. OF SPRUCE N. Y.

THE INDEPENDENT GOLD HUNTER ON HIS WAY TO CALIFORNIA.

I NEITHER BORROW NOR LEND

190

H. T. P. CHECK LIST No. 1536 SIZE 12⅜ x 8¼ INCHES

No. 145

PUBLISHED BY CURRIER & IVES 152 NASSAU ST NEW YORK

A HALT BY THE WAYSIDE.

H. T. P. CHECK LIST No. 1538 SIZE 8 x 12½ INCHES

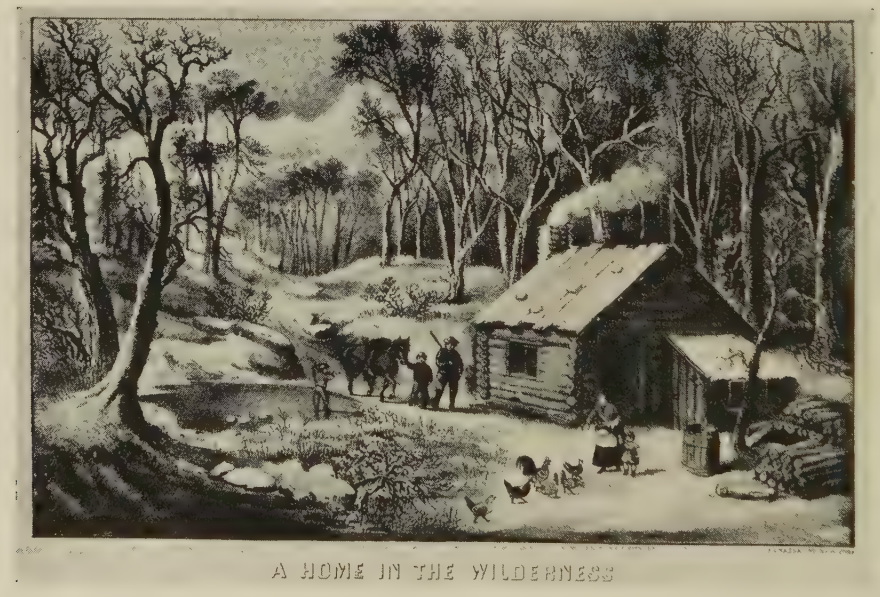
No. 146

PUBLISHED BY CURRIER & IVES 152 NASSAU ST NEW YORK

THE HEART OF THE WILDERNESS.

H. T. P. CHECK LIST No. 1539 SIZE 11½ x 16½ INCHES

No. 147



A HOME IN THE WILDERNESS

PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1870 152 NASSAU ST NEW YORK

A HOME IN THE WILDERNESS.

H. T. P. CHECK LIST No. 1540 SIZE 8 1/16 x 12½ INCHES

No. 148

HUNTING ON THE PLAINS.

PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . 1871 125 NASSAU ST NEW YORK

HUNTING ON THE PLAINS.

H. T. P. CHECK LIST No. 1542

SIZE 8½ x 12½ INCHES

No. 149

PUBLISHED BY CURRIER & IVES 125 NASSAU ST NEW YORK

THE INDIAN PASS.

ROCKY MOUNTAINS

H. T. P. CHECK LIST No. 1548

SIZE 9⅞ x 16⅞ INCHES

No. 150

THE MOUNTAINEER'S HOME.

THE MOUNTAINEER'S HOME.

NEW YORK, PUBLISHED BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST No. 1558

SIZE 9¾ x 16⅞ INCHES

No. 151

PUBLISHED BY CURRIER & IVES 125 NASSAU ST NEW YORK

THE PIONEER CABIN OF THE YO-SEMITE VALLEY.

H. T. P. CHECK LIST No. 1563

SIZE 8½ x 12½ INCHES

No. 152

F. F. PALMER DEL ENTERED . . CONGRESS . . 1867

THE MOUNTAIN PASS

SIERRA NEVADA

H. T. P. CHECK LIST No. 1559

SIZE 17½ x 25⅞ INCHES

No. 153

ENTERED . . CONGRESS . . 1861 LITH. CURRIER & IVES, N. Y.

NIGHT BY THE CAMP FIRE

NEW YORK, PUBLISHED BY CURRIER & IVES, 152 NASSAU ST.

H. T. P. CHECK LIST No. 1561

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